

## JAMAICA'S SCHOOL ROW.

**TO THE COLORED SCHOOL.**

**He Pays a Fine of \$5 Under Protest and Says He Will Carry His Case to the Higher Courts.—The School Board Will Force the Issue Regardless of Cost.**

JAMAICA, L. I., April 9.—Stephen White, colored, was fined \$5 by Justice B. Frank Wood this morning for failing to send his children to the colored school in the village. White paid the fine under protest and gave notice through his lawyer, Alfred C. Cowan, that he would appeal the case. This will bring the school race

question into the courts for settlement, a thing that is earnestly wished for by the residents of this village. The Board of School Trustees will call a special meeting of the voters to determine whether the case shall be fought by the school district in the courts.

Half the colored population of Jamaica crowded into the court room when White was arraigned. Samuel H. Cisco, who defied the court to collect the fine in his case recently, was present. Lawyer Cowan appeared for White and Henry A. Moten and Alexander B. Faber for the colored children. White told the court how he had sent his children to the white school and they had been turned away. He then kept them home from school. He made no attempt to disprove the charge of not sending his children to the colored school, but rested his case upon the question whether or not the authorities could compel him to do so. Justice Wood fined him \$5, remarking:

"I will not allow you to pay the fine."

"I'm not a rich man," said White this morning. "but I'm going to see why my taxes are not as good as those of the white people, and I'm going to see why my children don't go to a school, while my white neighbors send theirs to a new and modernly equipped school close to town. I'm going to see why my children are not given the same kind of financial assistance from colored people everywhere. If the village is

and the players, among them myself, will have to pay the cost of the case.

Isaac C. Hyatt, Treasurer of the School Board, said this morning that if the people voted at the coming election to maintain the colored school the Board would feel justified in forcing the issue into the highest court necessary, even at the risk of the village being declared wrong and having to pay the costs.

There are between forty and fifty other colored residents who will be arrested as fast as the courts can handle them, and they will send their children to the colored school. It is said that the White case will be made a test case.

**NEWS OF THE RAILROADS.**

**The Cape Fear and Yadkin Valley Split.**

It is reported that the proposed Cape Fear and Yadkin Valley railroad will be prepared unless they

rule statement that the decision remedy the "unfairness" of the Baltimore Committee in the Cape Fear and Yorkland Vail Railroad cases. The Court said that the Baltimore Committee was in favor of the Baltimore committee, or of the plan of reorganization which it proposed, is misleading. The Court expressly states that it would be improper and impossible for it to adopt any plan of reorganization, either the one proposed by the Baltimore committee or that proposed by the New York committee. The New York committee, which represents a very large majority of the "A" bonds and a considerable number of the "B" and "C's," did not insist upon a separate sale of the "A" division. Its contention was

The present decision does not determine what method is to be adopted, but on the contrary the court says that it would perhaps be inadvisable to require the sale of the property of a railroad should not be sold except as an entirety and not in divisions. It was suggested by the counsel for the New York committee at the argument that the property should be sold as an entirety and then divided by divisions, in order that the bidder with the highest bid should realize the most money for the bondholders, and that if the bid for the property as an entirety bids for the separate divisions, then the sale as an entirety should be confirmed, and the bids for the separate divisions should be null and void. It is not possible to determine the method to be used to determine the proportion of the entire price to which each series of bonds was entitled.

series of bonds could be adequately protected by the court fixing an upset price for the sale of securities of the company. The court held that it is not practicable to fix an upset price without further information, and he therefore directs the special master to take further testimony and report back with a recommendation of an upset price for the divisions in case of separate sale. What method of sale the court will adopt in the event the bid obtained is still undecided. The Court does state that there is a marked difference in the value of the different series of bonds and of the divisions of the railroad. The court is of the opinion that it is not practically to ascertain accurately what this difference of value is, but that the reference has been ordered to the Master.

**Terms of the Cairo Short Line Lease.**

Under the terms of the agreement for a lease of the properties to the Illinois Central Railroad Company the common stockholders of the St. Louis, Alton and Terre Haute and the preferred stockholders of the Belleville and Southern Illinois Railroad companies are asked to deposit their holdings in the United States Trust Company of this city. They will receive for the stock the Trust Company's certificate, entitling the holder, at a rate of \$75 in the Illinois Central, St. Louis Division 3 per cent. gold bonds for each \$100 of common stock, and \$100 in the same bonds for each \$100 of Belleville and Southern Illinois preferred stock. The bonds will be issued on the bonds received for this exchange until paid.

The Southern Railway Company has acquired, and will assume immediate possession of, the Knoxville, Cumberland Gap and Louisville Railroad, extending from Knoxville to Cumberland Gap, Tenn., a distance of about sixty-five miles of main line, and has sold the Cumberland Gap tunnel and connections to Middle-

The Southern Railway will thus obtain access to the coal fields and other industries of the Middleborough region, and establish a connection for the exchange of business at that point with the Middleborough and Taunton and Middleborough and Plymouth trackage rights companies. The latter company has bought the Middleborough and Taunton Railroad, which, together with the Taunton and Middleborough Railroad, connects the Middleborough and Taunton Railroad with the Middleborough and Plymouth Railroad, which now forms the connection between the tunnel and the city of Middleborough, will be added to its main line.

**Receivers for the Exeter Springs Railway.**

CHICAGO, April 6. The Exeter Springs

Wabash, known as the "Subsidiary" route, has gone into the hands of receivers. Attorney Charles A. Braley and Henry Garland, Western messenger agent of the Wabash Railroad, here today were seen by the press. The route goes from Excelsior Springs, Mo., to Excelsior Springs Junction, fifteen miles, where it connects with the Wabash Railway.

**William Heiden's Bankruptcy.**  
Judge Smyth of the Supreme Court has extended the receivership of John Crennan of New Orleans for William Heiden, formerly a wealthy Wall street operator, to cover the claim of Davis, Waters & Co., who obtained a judgment against Mr. Heiden for \$991 on Sept. 29, 1882, and never could collect it. Mr. Heiden was examined recently by the supplementary proceedings of the receiver, and testified that he had whatever now, not even a watch and chain; he boards with a married daughter, and his only income is from a small property in New York. He has no money left to pay the debt, and has no money for his personal expenses. His beautiful country place at Heiden Point, which was run

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